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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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LAUNCH OF THE STEAMSHIP WILLIAM CHISHOLM.

The unqualified success of the iron steamship Onoko, built by the Globe Shipbuilding Company, as a large carrier and a safe and easily handled boat in all kinds of weather, and in all quarters, induced that firm to place on the stocks last winter, to bridge over dull times and to give work to a small army of men, another iron steamship, a trifle smaller than the Onoko, but which will be a carrier her whole length. The success and profit of these large iron steamers has been made possible by the improvement of our lake harbors and rivers. To compete with railroads it has become absolutely necessary to define the time to be occupied in making a trip and delivering a cargo, another important factor also entering into consideration, that being the quantity to be carried. It has been demonstrated that the cost of running a small steamship very nearly equals that of a steamer which will carry a cargo of 2,500 to 3,000 tons, or 100,000 bushels of grain. The Globe Shipbuilding Company has therefore taken the "bull by the horns," as it were, and are building in accordance with these facts. The launch of the William Chisholm, a side launch, which occurred about 8 o'clock today, was witnessed and applauded by a multitude of people, lining the river banks on either side and extending far up the hillside overlooking the river on the south, and by the numerous steam craft congregated to welcome the event. As is usual with the launches at this shipyard, there was no accident or evidence of anything unthought of to mar the grand occasion and the symmetrical iron steamer slid gracefully into the waters of the old river bed, sitting nicely on her lines and showing buoyancy equal to the great Onoko, or as a recent correspondent puts it, the "Bull of the Woods," in other words the Floating Elevator.

In the following lines we give the dimensions of the William Chisholm: Length over all, 262 feet; keel, 247 feet; beam, 37 feet; depth of hold, 22 feet. She has two decks and six hatches, and will carry three masts. Her main keelson is three feet four, and her floor frames one foot six inches deep. She has three floor keelsons on each side running fore and aft. Her frames are of steel 3x4, an entire new feature on the lakes, and which are of the same weight as if made of iron, thereby adding greatly to the strength of the vessel. The main deck is 3½ and the spar deck 6 inches. The iron plating on her bottom and sides is ⅞, ¾, ⅝ and ½ inch in thickness. She has a water bottom capable of holding 600 tons of water ballast, which is divided into three watertight compartments on either side, a collision bulkhead twenty feet aft from the stem and carried up to the upper deck, all of which should be considered by underwriters in making insurance rates on her as favorable to immunity from many of the dangers on which they calculate in taking risks on lake vessels. The main deck from the bulkhead forward, is of iron and assists in converting the forepeak of the vessel into a water tank capable of holding one hundred tons of water, and which can be filled when necessary, to trim the vessel in heavy weather. The freight holds are divided by iron water-tight bulkheads, giving her five watertight bulkheads, one at the collision bulkheads, two in the freight holds, one at the fore side of the engine, and one aft at the stuffing box. Her hatches and hatchcombings and boiler house are all of iron, similar in every respect to the Onoko.

The machinery, which is a duplicate of that built by the Globe Company for Captain Thomas Wilson's steamer George Spencer, and which is standard for that size, every part being in proportion, is fore and aft compound, 27 and 50 by 36 inch stroke, with steam reversing gear. She will carry a Worthington duplex pump, so arranged as to be capable of emptying the water ballast in two and one half hours, from any one or all of the compartments, and will have all the latest and most approved machinery for handling cargo, making sail, etc. She will have a Globe Iron Works steam windlass, the invention of Mr. Pankhurst, on which he has recently obtained a patent and the outfit will be furnished by Messrs. Upson & Walton and will include patent anchors and the goods of the well-known firm of Messrs. Felthousen & Russell, of Buffalo, the Nestors of the signal lamp trade in this country. John Thompson, of this city, will do the plumbing work.

The William Chisholm is owned, two-thirds by the Globe Shipbuilding Company and one-third by the Cleveland Rolling Mill Company. The Cleveland Rolling Mill Company furnished the iron which entered into her construction, and she is the first of two such vessels to be used to transport the ore used by that company. She is named for William Chisholm, president of the Cleveland Rolling Mill Company, who is now in Europe and who is in blissful ignorance of the honor conferred on him, but which is a fitting comment on a young man of Mr. Chisholm's public spirit and business ability. We wish the William Chisholm as good fortune as has attended the Onoko.

LOSS OF THE JOHN M. OSBORNE.

The Canadian Pacific steamship Alberta, Captain E. Anderson, has succeeded in making herself obnoxious to lake craft, and like the great beer wagons on the streets does not hesitate to run into and damage anything that does not speedily get out of the way of her steel bows. During her short career on the lakes, under the careless handling of her master, many wooden vessels have barely escaped being run down by her. In this respect we may cite the fact of the collision with the propeller Pacific, which has just finished her repairs at this port, the narrow escape of the Wocoken, Captain Kelley, which only escaped by the coolness and seamanship of the master, the tug Samson with a tow also having a close call, and a few weeks ago the danger to her sister ship the Athabaska, having been run so carelessly as to scrape the paint from her sides and now comes the disaster to the John M. Osborne Captain Wilford, with loss of life off Whitefish Point, Lake Superior, on Sunday night, Matt Conners, of Cleveland, fireman; Thomas Barnes, Missouri, and another deckhand named Thomas but whose last name is not known to the officers of the steamer, as he shipped at Ashtabula for this trip only, going down with the vessel in twenty seven fathoms of water, the balance of the crew being taken off by the consorts Thomas Gawn, George Davis and Exile. The John M. Osborne was but two years old, having been built in 1882 by Moriey at Marine City, rated A1 and valued for insurance at $60,000. She was owned in this city by Webb & Richardson, Alva Bradley, M. A. Bradley, C. E. Grover, Captain John Nelson, Captain Thomas Jones, Captain C. E. Dubois, all of this city, and Messrs. P. C. and George Ford, of Ashtabula, Ohio, and was insured for $40,300, of which Brooks & Manning carried 25,000, Scott & Berriman $5,300, and Tisdale $10,000. It is said that Captain A. Bradley's interest was not insured. The Osborne last winter received extensive repairs, having also been made a double decker, and her insurance rating raised $10,000. There is also an insurance on her cargo of little over 1,100 tons of ore. This was taken out with Captain Peter White, of Marquette, and is placed in the Ætna Insurance Company of Hartford on a valuation of $4.25 per ton, the ore belonging to the Cleveland Iron Mining Company of this city.

Captain Wilford, who sailed the Osborne, is a resident of Lorain, and an experienced navigator, having beside his earlier experience, sailed the schooner Exile as master for six years, and this last vessel ever since she came out. His mate, Captain George Cleveland, was also an experienced seaman, having sailed the lakes for over thirty years and has had command of lake craft.

The Alberta had a full line of passengers aboard when the collision occurred, and among them were many ladies and children. They were all awakened by the shock of the two vessels coming together, and before they could be made to understand that they were not in any danger they had run out of their state rooms and swarmed on the decks. The skrieking of women and loud cries of men made the boat seem a perfect pandemonium. Many women in their fright fainted away, and the men were too stunned by the sense of their supposed danger to do anything for them. When the crew of the Canadian steamer had completed their inspection of the damage and had assured themselves that it consisted of nothing more than a twisted stem, they devoted themselves to restoring the confidence of the passengers, and it was a difficult task, because the 200 passengers had become panic-striken. The only wonder is that many of them did not leap overboard. The crew of the sunken barge Osborne who were saved were taken aboard the Alberta and are being well cared for.

The steamer Evening Star, of Moffat's line, which plies between Detroit and Toledo, has been well patronized this season, contrary to the opinion of many when she first started in the spring. It could not be well otherwise, as she has excellent accommodations and gentlemanly officers. Captain William McKay was upward of twenty-five years a veteran commander in the Detroit and Cleveland line, his latest command there being the steamer City of Detroit, and it is unnecessary for me to add that in him the sailor and the gentleman is splendidly combined. Mr. A. N. Moffat, the proprietor here, is very attentive to the business patronage of the route, and spares no pains to please all and to offend none.

Again we have another chapter from Lake Michigan on tidal waves. One of these days those buncombe writers will discover, to their utter amazement, that no such things occur on fresh water, and there is not a government engineer who will acknowledge such nonsense.

AROUND THE LAKES.

CLEVELAND.

The new steambarge George Spencer has arrived at Washburn with coal.

The tugs Chamberlain and International made their appearance here on Monday.

The tug American Eagle, Captain Dahlke, measured speed with the tug S. S. Stone, and secured the Moonlight as a reward.

Mr. A. M. Barnum, of Buffalo, well known in marine circles as the publisher of Barnum's circular, was in the city last week.

The iron steam yacht Tempest, owned by Messrs. Loomis and Chatterton put in here minus her wheel and shoe. She will go into Globe drydock for repairs.

The steambarge Jim Sheriffs arrived here yesterday morning in tow of the tug Leviathan with broken crank pins, which will be repaired at the Globe Iron Works.

While the schooner Thomas Gawn was lying at Port Arthur her Captain, John Nelson, fell into the hold and was seriously injured. He was left at the Sault and will recover.

The steamyacht Tempest returned from Vermillion yesterday for a new wheel and shoe, having lost the one put on a few days ago while getting logs off the reef at Vermillion.

A telegram from the Sault river states the schooner Garbildi has been released from the Sister Rocks and that she will be towed direct to Sarnia by the tug Resolute. The extent of the Garibaldi's damage is not known.

The old case, in the United States district court, of John P. Devney against the tug Fannie Tuthill, familliarly known as the Kittie case, has finally been settled and adjusted, the damages and costs being paid in full by Patrick Smith the owner of the tug.

The river tug Gladiator has been chartered by Smith Brothers to take the place of the Sprague, recently sunk and abandoned to the underwriters. The Gladiator will have in tow the schooners Colonel Cook, Selkirk, H. P Baldwin and C. H. Burton. The fleet will load coal for Lake Linden.

Recent charters reported indicate that freights are still at low ebb, being 70 cents on coal Cleveland to Chicago, 60c Buffalo to Milwaukee; ore, Marquette to Ohio ports $1 10, Escanaba to Ohio ports 80@85c; lumber, East Saginaw to Buffalo, $1,62½; East Saginaw to Ohio, $1.50; Bay City to Buffalo, $1.50; Bay City to Ohio, $1.25.

William Purden, was bound over at Ashtabula in $3,000 for shooting to death one of the union men who attempted to take possession of the crew of the Selkirk. The shooting being done in self defense, Purden has been discharged and has again taken his berth as mate of the Selkirk. H. D. Goulder, Esq., conducted the defense.

The case in the United States district court of John E. Botsford and others of Detroit, Mich., against the barge Saginaw, has been finally disposed of by an order of the court, making a distribution of the proceeds of the sale. The claim of Botsford & Co. was for $500 for towing the barge from Port Huron to Cleveland. The boat was libeled on the 11th of June and on the 12th of July she was sold to Captain E. M. Becker for $165.50. The proceeds of the sale pay the the cost of suit in full, and $25.38 on the claim of Botsford & Co.

[Continued on 4th page.]

29-9-85

MARINE LAW.

THE TUG UNION AND OTHERS.

District Court, Northern District Illinois, 1884.

In Admiralty.

W. M. Condon for libelant; Schuyler & Kremer for the tug Union; W. L. Mitchell for the schooner R. B. King.

Blodgett, J. The libelant in this case seeks, as owner of the schooner Floretta, to recover damages sustained by said schooner in a collision between said schooner, while in tow of the tug Union, and the schooner R. B. King. The collision occurred on the 19th of August, 1882, near the entrance to Chicago harbor. Among other defenses urged in the case is an award made by arbitrators, to whom the matters arising out of such collision was submitted by the parties interested. It appears, from the proofs and pleadings, that libelant was, at the time of the collision, owner of the Floretta. The Vessel-owners' Towing Company was owner of the tug Union, J. L. Higgie being president of the company and acting in its behalf, and J. C. Dunbar was master of the schooner R. B. King, and acted in the matter of the arbitration in behalf of her owner. The agreement for submission to arbitration was as follows:

"CHICAGO, August 24, 1882.

"Know all to whom these presents may concern, that we, the following parties, J. L. Higgie of the Vessel-owners' Towing Company, representing the tug Union, and J. V. Taylor, representing the schooner Floretta, and Captain J. C. Dunbar, owner of the schooner R. B. King, do hereby agree to leave to arbitrators the collision that happened between the three said vessels on the morning of the 19th of August, 1882, about one mile or thereabout from Chicago harbor. We have also agreed to the following arbitrators: Captain William Keith and Captain William Cary, and, if they cannot agree, to be left to a third party to be appointed by them.

[Signed] "J. L. HIGGIE,
"President of the Vessel-owners' Towing Co.
"J. C. DUNBAR,
"J. V. TAYLOR."

And under this agreement the arbitrators named made an award, as follows:

"CHICAGO, September 5, 1882.

"*J. L. Higgie, J. V. Taylor and J. C. Dunbar.*—GENTLEMEN: We, William Keith and William Cary, do herewith give you our decision in damage case of schooner Floretta and R. B. King and tug Union. We hold schooner Floretta responsible for her own damage through action of her master, Captain S. Murphy, for giving four different orders, and thus free tug Union from all responsibility. We hold schooner R. B. King responsible for her own damage for not keeping proper lookout.

"WILLIAM KEITH,
"WILLIAM CARY."

In the fifth article of the libel, the fact that the matter was submitted to arbitration and an award made in pursuance thereof is stated, but it is also alleged that libelant had no notice of the hearing before the arbitrators, and no opportunity to present proofs; and also that libelant was induced to sign the agreement to arbitrate by misrepresentation made by Higgie, the president of the towing company; and therefore libelant is not bound by the award, and is entitled to recover upon the original cause of action. The only question I deem it necessary to consider is the effect of this submission and award as a defense in this case. I think there can be no doubt that the agreement for arbitration in this case is sufficiently full and explicit to define the controversy and subject-matter upon which the arbitrators were to act. It gives the date and place of the collision, the vessels concerned in it, and their owners, and provides for the selection of an umpire by the two persons named as arbitrators, if they cannot agree. The award, on its face, shows that the arbitrators acted upon the matter submitted to them, and made an award fully within the powers with which they were clothed.

The rule as to the effect of an award is stated by Judge Story in his learned work on equity jurisprudence, §1,452:

"It is well known that when a suit is brought at common law upon an award, no extrinsic circumstances, or matters of fact *de hors* the award, can be pleaded or given in evidence to defeat it. Thus, for example, fraud, partiality, misconduct, or mistake of the arbitrators is not admissable to defeat it. But courts of equity will, in all such cases, grant relief, and upon due proof set aside the award."

This award, being within the powers of the arbitrators, must be held final, until set aside by a direct proceeding for that purpose in a court of equity; it cannot, as it seems to me, be attacked collaterally in a case like this. The award merges the original cause of action, and extinguishes the contract or tort on which the right of action was founded. This position is fully sustained by several cases in the supreme court of Illinois, and by a large number of text-writers, which I need not take time to quote. Eisenmeyer v. Salter, 77 Ill. 515; Haddaway v. Kelly, 78 Ill 286; Morse, Arb. 490; Story, Eq. Jur. § 1,458; Varney v. Brewster 14 N.H. 49. It is no part of the functions of a court of admiralty to correct mistakes, reform contracts, or relieve persons from contracts obtained by fraud. It follows, therefore, as a necessary conclusion, that an admiralty court, which is not a court of equity within the meaning of the constitution of the United States, is not clothed with jurisdiction to inquire into the action of these arbitrators, and set aside their award on proof outside of the submission and award itself, for any irregular action on the part of the arbitrators, or for any fraud practiced on the libelant to induce him to submit the differences in question to arbitration. The only authority which seems to support the exercise of such a power by a court of admiralty is the case of Taber v. Jenny, 1 Spr. 315. But in that case the question of jurisdiction was not raised or considered by the court, and I do not, therefore, deem it controlling or binding on other courts. In cases where a submission to arbitrators and award are palpably void upon their face, they would furnish no bar to proceeding in admiralty on the original cause of action; but it is otherwise when the award is apparently valid upon its face, and extrinsic facts must be re sorted to for the purpose of avoiding it.

It is true that courts of law have in many cases set aside awards when matters pending in a suit before such courts have been submitted to arbitration, and, either by statute or by agreement of parties to such submission, the award was to be made a rule of court, or basis for some future action by the court. So, too, as in the case of the Sparkle, 7 Ben. 528, when a contract comes before a court of admiralty in a cause of which it has jurisdiction, it will look into the equities of such contracts and not execute it if inequitable. But there the court has jurisdiction of the subject matter and simply looks into the equities of the parties under the contract itself, and, finding it inequitabe, refuses to enforce it. But in this case the parties made a submission of their differences to arbitrators voluntarily, so far as appears upon the face of the papers, when no suit was pending, and if by reason of any extrinsic facts the award of these arbitrators ought not to be binding, it does not come within the province of a court of admiralty to inquire into these facts and set aside the award, which it must do before it can proceed to the merits of the original controversy, the mere fact that the original cause of action was within the jurisdiction of admiralty does not clothe this court with power to act upon this contract of submission and declare it void, because its execution was obtained by the fraud of Higgie, nor to say that the award is inoperative by reason of irregularity or misconduct of the arbitrators, or by reason of their mistake or errors of judgment in the matter over which they had full jurisdiction. The controversy in this case at present is not whether the tug Union and schooner King, or either of them, are liable for the damages sustained by the Floretta, but whether the decision of these arbitrators, an independent tribunal to whom the parties submitted the controversy in regard to those damages, shall stand.

Entertaining these views, I have not examined carefully into the proof bearing on the conduct of the arbitrators in the matter of notice to the libelant, as to the time when they would hear proof and act in the case, nor as to the alleged misconduct of Mr. Higgie, by which the libelant was induced to sign the statement, nor have I examined the elaborate report of the commissioner and proofs as to who was blameable for the collision, because I consider those questions are at an end, if this court has no jurisdiction to inquire into the validity of this award and its binding effect.

The case will therefore be dismissed for want of jurisdiction, and without prejudice to the libelant's right to take such action as he may be advised to set aside the award. In dismissing the case, however, I shall do it upon the terms that each party shall pay the costs of their own witnesses in the case, because I think this award should have been brought to the attention of the court, and the judgment of the court taken upon it, as to whether it was a bar to further proceedings upon the original cause of action, without the expense of taking the large amount of testimony which has been put into the record. Each party will be required to pay their own costs, and each pay one-third of the commissioner's costs, there being three parties to the contest.

COPY OF AN ACT TO CONSTITUTE A BUREAU OF NAVIGATION IN THE TREASURY DEPARTMENT.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there shall be in the Department of the Treasury of the United States a Bureau of Navigation, under the immediate charge of a commissioner of navigation.

SEC. 2. That the commissioner of navigation, under the directory of the Secretary of the Treasury, shall have general superintendance of the commercial marine and merchant seamen of the United States, so far as vessels and seaman are not, under existing laws, subject to the supervision of any other officer of the Government. He shall be specially charged with the decision of all questions relating to the issue of registers, enrollments, and licenses of vessels, and to the filing and preserving of those documents; and whenever in title forty-eight or fifty of the Revised Statutes any of the above named documents are required to be surrendered or returned to the register of the treasury such requirements is hereby repealed, and such documents shall be surrendered and returned to the commissioner of navigation. Said commissioner shall have charge of all similar documents now in the keeping of the Register of the Treasury, and shall perform all the duties hitherto devolved upon said register relating to navigation.

SEC. 3. That the commissioner of navigation shall be charged with the supervision of the law relating to the admeasurement of vessels, and the assigning of signal letters thereto, and of designating their official number; and on all questions of interpretation growing out of the execution of the laws relating to these subjects, and relating to the collection of tonnage tax, and to the refund of such tax when collected erroneously or illegally, his decision shall be final.

SEC. 4. That the commissioner of navigation shall annually prepare and publish a list of vessels of the United States belonging to the commercial marine, specifying the official number, signal letters, names, rig, tonnage, home port, and place and date of building of every vessel, distinguishing in such list sailing vessels from such as may be propelled by steam or other motive power. He shall also report annually to the Secretary of the Treasury the increase of vessels of the United States, by building or otherwise, specifying their number, rig, and motive power. He shall also investigate the operation of the laws relative to navigation, and annually report to the Secretary of the Treasury such particulars as may, in his judgment, admit of improvements or may require amendment.

SEC. 5. That the commissioner of navigation shall, under the direction of the Secretary of the Treasury, be empowered to change the names of vessels of the United States, under such restrictions as may have been or shall be prescribed by act of Congress.

SEC. 6. That the commissioner of navigation shall be appointed by the President of the United States, by and with the advice and consent of the Senate, and shall receive a salary of four thousand dollards per annum. And the Secretary of the Treasury shall have power to transfer from existing bureaus or divisions of the Treasury one clerk, to be designated as deputy commisioner of navigation, to act with full powers of said commissioner during his temporary absence from his official duty for any cause, and such additional clerks as he may consider necessary to the successful operation of the bureau of navigation, without imparing the efficiency of the bureaus or divisions whence such clerks may be transferred.

SEC. 7. That this act shall be in force and take effect on and after July first, eighteen hundred and eighty-four.

Approved, July 5, 1884.

THE VAN STRAUBENZIE.

Captain Gunning, of the firm of Crosby & Gunning, has gone to Port Arthur to superintend the wrecking operations of the schooner Sir C. T. Van Straubenzie, which went ashore last fall. Advices from Port Arthur say that the wreckers are making fair progress in the work, and hope to have the vessel off in a few days. She will be carried to Sarnia, where the underwriters will either sell or rebuild her. The Van Straubenzie is at present the property of the underwriters, her owners having abandoned her last season when she went ashore. She is said to be in fair condition, and her bill of repairs will not be very heavy.

SALVAGE IN FIRE INSURANCE.

Salvage is one of the terms in use in connection with underwriting that has come from the earliest days of marine practice, but the word has undergone some change in its application in the meantime; at first it was used to designate solely the compensation paid for services rendered by salvors, others than officers and crew of disabled vessels, for rescuing property from actual or impending danger on the coasts of seas, and on inland lakes and navigable rivers, and had no reference to the property thus saved, so aid rendered to vessels in distress at sea is termed "Salvage Services." Salvage services are usually paid for by a certain share of the rescued property to be fixed by and at the discretion of admiralty courts, where not fixed by law, as is the case in some countries. It is a peculiarity in salvage services, however, that no salvage is earned unless the property is saved.

The term, however, eventually came to be applied to any remnants under what is known as a constructive total loss" in marine practice, and the compensation paid to salvors was distinguished as "salvage expenses," which became a subject of general average among the several owners under certain agreed for contingencies, the insured has the option of abandoning the salvage to his underwriters and claiming as for a total loss; the abandoned remnants, upon acceptance of the abandonment, become the property of the underwriters to be disposed of for their benefit, and it not unfrequently occurs that good returns are reached by judicious handling of the salvage, upon the chances of a rising market.

Abandonment originated in the principle of indemnity, which requires that the insured shall not be paid the full value of his insurable interest and at the same time retain such interest, or any portion of it, such as retaining the salvage after receiving payment for a total loss. From this same principle results the doctrine of subrogation, under which, upon the payment of a loss, total or partial, an equitable right to such interest itself, vests in the underwriters to the extent to which payment may have been made.

Under the fire policy the term salvage is used in the sense of safe or saved, and is indiscriminately applied alike to the property at risk and to the insurance covering it. As connected with property under insurance it means that portion, large or small, which may have been saved from, or remain after, the fire in a sound or damaged condition, when applied to the policy it has reference to any difference between the amount of the insurance and the actual sum paid for loss thereunder, the difference being the salvage or amount saved upon the insurance.

As the fire insurance contract provides for no optional transfer, by the insured for salvage property, as in abandonment under the marine policy, except by special agreement, the property saved, the salvage, remains the property of the insured and at his disposal after having been duly valued, and to the amount of such value diminishes the claim against the insurers. It may sometimes operate to the interest, in vexed claims for loss, to accept an abandonment of the salvage and pay as for a total loss; but compulsory abandonment is not recognized in the fire branch, and where, as in the fire policy, abandonment is free, there can be really no salvage as recognized in marine practice. Nevertheless the equitable doctrine of subrogation of the rights of the insured as against third parties, to the insurers, intervenes as in marine adjustments, witness mortgagee insurances, where upon payment of loss to the mortgagee the companies are subrogated to his securities as against the mortgagor to the amount of loss paid.

Inasmuch as the larger portion of all fire losses are partial only as to the amount of insurance upon the burned property, thus leaving more or less salvage after the loss, the chances for these savings always enter largely into the underwriters calculation of rates to be charged upon any class of hazard offered for insurance. The probable loss in the event of fire becomes therefore a serious question for consideration; the connection between rates on the risk and salvage on the loss becomes an interesting element in fire underwriting that is not comprehended outside of the fraternity.—*Insurance Society.*

A CLEVER INVENTION.

An inventor has been testing an electrica appliance on board the propeller Connemaugh, of the Anchor Line, which promises to prove a valuable assistant of masters in handling their craft in the rivers or in close quarters, because it informs them how the engines are working. It is known as a "tell ale," and is placed on the pilot house, just int front of the captain's stand. It is very much like a clock face or gauge. There is a hand on it which is worked by an electric current carried through the wires connecting with the engine. If the latter are working backward the hand indicates the fact on the dial and the same if they are working ahead. When the engines are stopped the hand indicates it also. Recently Captain Butlin, Superintendent of the Goodrich Transportation Company, and Mr. Austrian, of the Lake Michigan and Lake Superior Line, examined the machine and said it was a very clever invention, and would prove valuable aboard of low pressure boats.

SOUTH CHICAGO HARBOR.

Assistant United States Engineer G. A. M. Liljencrantz has just completed the soundings of South Chicago harbor, in preparation for expending the $20,000 appropriation. He finds the channel apparently in good condition, as near as can be ascertained before the map is completed and compaired with the previous surveys. Owing to the prevailing north winds the water is about two feet above village datum. Most of the appropriation will probably be expended in extending the south pier, which now lacks about 2,100 feet of being out as far as the north pier. It is possible that owing to the lateness of the season, Maj. Banyaurd may decide not to call for bids for this work till next spring.

The $50,000 appropriation for the Calumet river will mostly be expended in dredging and straightening the channel of the river to a width of two hundred feet. As the United States engineers can not take any private property for the two hundred foot channel without laying the government liable to suits for damage, they do not purpose to commence the work until the government has the title in fee simple to what will be required to complete the channel. The United States government owns the bed of the river. There are three places in the line of the proposed improvement where, in straightening the river, it will be necessary to leave the old bed and take the whole two hundred feet from private citizens. The first bend above the harbor is held by Rot Little and claimed by the South Chicago dock company. Should the litigation over this property prevent the government from securing the title to two hundred feet across this bend it will be a bar to all improvements above, as the United States engineers do not propose to skip any portion of the dock line established by Maj. Banyaurd and commence improvements above. As matters now stand, there is much doubt as to the expenditure of much of this $50,000 during the present working season.

The extensive and permanent improvements of the South Chicago dock company, under the supervision of Engineer A. B. Powell, are worthy of notice. The dock company are just completing a substantial breakwater from the south pier of the harbor east, 1,725 feet in length, protecting the entire lake front of the property owned by the dock company east of the Calumet. South of this breakwater and paralled with it they are docking and dredging a slip 140 feet wide and 1,500 feet in length. This slip is north of the old Douglas slip, which is now completely filled up by the action of the waters of Lake Michigan. The dock is now nearly complete from Ninety-second street bridge north to the new slip.

Owing to their inability to land the material at the Hyde Park water works, Messrs. Hean & Corbyn, contractors for building the inlet crib to the water tunnel, are obliged to build the crib at South Chicago, and float it to its location, which is to be about one mile from the shore, opposite the water works This work is to be completed November 1, at which time the tunnel will also be completed and connected with the inlet.—*Chicago Times.*

UNSINKABLE SHIPS.

In speaking of the numerous casualties that have resulted from collisions at sea the Iron Age says: "Is there no effectual preventive of fatal consequences from collision at sea? Are these bloodcurdling catastrophes a necessary concomitant of steamship navigation? Are bulkheads a false reliance when, from any cause, the sides of an ocean steamer are crushed? Our readers doubtless have vividly in mind the wonderful preservation of the Guion steamer Arizona, which landed her passengers in safety after contact with an iceberg, and despite the fact that a considerable portion of her bow was wholly demolished. The case of the Nevada is another instance of demonstrating the value of bulkheads, if properly built, always assuming that the iron doors for admission to the compartments are closed when the ship is under steam. Nevertheless, as in the case of the State of Florida, it is painfully apparent that steamships are vulnerable in their most vital part. Captain Condron, of the City of Richmond, says there is not a steamer which comes into the City of New York that will not sink if she is cut down amidships. The boiler space is so large on all steamers that if it becomes filled with water the steamer cannot keep afloat. Mr. P. Kunhardt, of long experience in steamboat matters, says: "The trouble is that these bulkheads run up only to the main deck, instead of to the spar deck, and that there is next to no margin buoyancy left when one of these big steamers is loaded down. The safety does not consist in the display of free board, but in the amount of actual buoyancy—that is, resistance to sinking—which remains in the vessel. It is a mere question of displacement and center of gravity, and it can be told at once just how much water it would be necessary to let into the vessel to take the place of the air in the hold before the ship would go down. The letting of water into a single compartment of an improperly loaded or overloaded steamer sends her to the bottom like any other piece of iron."

Mr. Austin Baldwin, agent of the State line, to which the State of Florida belonged, affirms that his steamer was amply supplied with safety compartments, and she sunk so quickly because she was struck amidships.

In seeking further guarantees of exemption from disaster, so far as they can be provided by mechanical devices, we are driven to but one conclusion—viz.; that the ordinary bulkhead not being an effectual safeguard, certainly if not carried up beyond the main deck, every first class passenger steamer should have either longitudinal bulkheads or be built throughout on the cellular plan of construction, with ample air spaces between the outer sheathing and the "skin" or interior lining. The latter device has been introduced in some instances. Both plans are open to objection, as an influx of water into a longitudinal section would give the vessel a dangerous "list," while the cellular arrangement would hardly save the engine room from flooding in case both sheathing and skin were badly punctured. But either system would possess one advantage of paramount importance—steamers would be unsinkable, so far as it would seem possible for human ingenuity to give them this inestimate quality.

AN IMPORTANT QUESTION.

There will be an important question to decide when the case of the schooner Typo against several insurance companies comes up before the United States court commissioner for hearing. The question is whether or not the captain and crew can abandon a vessel to the underwriters because they might believe that she is in imminent peril of becoming a total loss. The owners of the Typo claim a total loss, and they abandoned the vessel to the underwriters, or at least her master did so. She was subsequently rescued and towed into port. If the question is decided adversely for the insurance companies it will result in a general revision of the phraseology of contracts in policies, because, were the contracts permitted to remain as they are, the insurance companies would be entirely at the mercy of captains and vessel men. They are considerably worked up over the matter, and are awaiting the result with impatience, because if they are beaten their business for this season will be greatly affected. Every vessel which happens to get ashore in a dangerous locality during the fall storms will undoubtedly be thrown on their hands. Then there is another question which the insurance men want to have decided quickly. It was written up very fully in the Inter Ocean some days ago. It is whether or not the cost of releasing a stranded vessel can be added to the bill of repairs in order to make a constructive total loss. These are entirely new questions in lake marine underwriting, and if the insurance companies can not get decisions in their favor they will do business a good deal differently next season.

TESTING MARINE BOILER PLATES.

A reporter for the Detroit Post and Tribune recently watched the operation of local inspectors of steamboats testing boiler plates, and has this to say about it:

Inspectors Daily and Hale were at work on a Reihle Brothers' hydrostatic scale, a device which may be briefly described as an ordinary lever balance, the notched weights being placed on a plate attached to the lower end of a pendant rod, one on top of the other. The long lever is balanced in the center of two strong iron pillars and attached to it beneath and between the pillars is a wrought iron gripe into which one end of the bit of steel or iron boiler to be tested is placed. Beneath this gripe is another filled to the top of a cylindrical support which is raised or lowered by means of the lever of an ordinary force pump. Oil is used in the pump instead of water for the reason that it will not freeze so readily in winter, and because the operators say it works better.

The pieces of steel and iron, sent from the shops from every part of the United States that produces the metal, are about eight inches long by two inches wide, and vary from 20-100 of an inch to 57-100 in thickness. Half circles are cut from each side about the middle of each piece to form a breaking point of about an inch in width. Each piece is inserted vertically in the gripes alluded to; weights are placed upon the pendant end of the scale arm; the lever of the pump is worked, and when the breaking point is reached the piece is literally pulled in two with a loud noise.

The test is not finished when the iron or steel endures the required strain; but the plate is examined and measured to find what is technically termed the percentage of reduction, that is to say, to ascertain how thin the metal becomes, and how much the piece is narrowed by stretching.

The metal which bends at the greatest number of pounds weight, and stretches the longest in the process is esteemed the best for boilers. The iron or steel must be of the proper degree of hardness to endure the standard pressure. Yet at the same time, as the metal must undergo expansion by heat and contraction by cold, its power of enduring these changes, which is indicated by the length it stretches, is prized as highly as the required degree of hardness.

All of the plate intended to enter into the construction of boilers to be used in boats owned in the eighth district must be submitted for test by sample in Detroit before it can be used. Tests will be made each day until the numerous samples now on hand are finished up.

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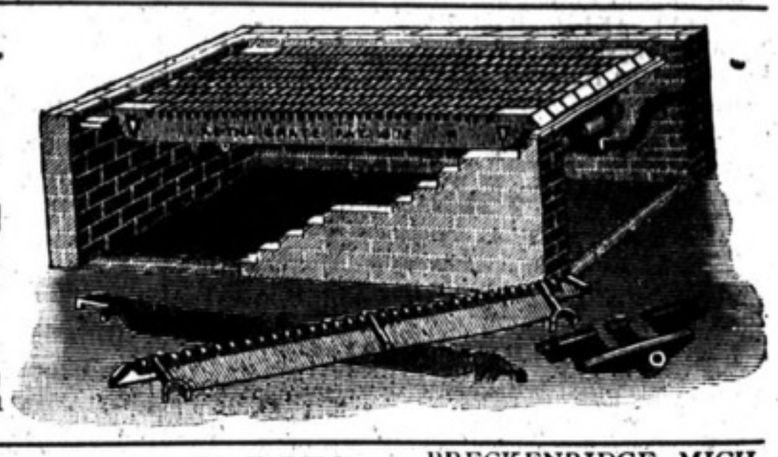

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Length over all 51 3-10 feet, breadth 13 3-10 feet and depth of hold 6 feet; draws 5½ feet of water; measures 9 24-100 (new) tons and 18 24-100 old. Built in 1880 and rebuilt this spring, new deck frames and cabin, and machinery thoroughly overhauled. Engine is 14x14, boiler 8½ feet long and 4 8-12 in diameter. Warranted in No. 1 condition and subject to inspection, Price, $3,800. Address MARINE RECORD OFFICE.

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STEAMBARGE MILWAUKEE.

Her length is 135 feet, beam 26 feet, and hold. 10 feet 10 inches. Boiler 17 feet long, 7 feet diameter; three flues, two 16-inch and one 17-inch. Engine 22x42. Carries 240,000 feet of lumber. Speed, 11 miles light, and 9 1-2 loaded. Insurance valuation, $15,300. Address MARINE RECORD Office, No. 144 Superior street, Cleveland, O.

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The Marine Record.

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CLEVELAND, OHIO, THURSDAY, JULY 31, 1884.

THE NEED OF HARBOR POLICE.

The frequent reports of pillage and malicious destruction of property, which come to our knowledge from day to day from different ports, demonstrates the fact that a system of harbor police should be organized. It was only last week that depredations of this nature occurred at Chicago harbor, a number of wharf rats or vagabonds having destroyed the foresail of the schooner Westchester after having slept in it. These seemingly petty acts of depredation and thieving cause vessel masters very much delay and expense, for a day, or it may be for two or three days, added to the time consumed in making a trip may cost hundreds of dollars, beside which sum the actual damage dwindles into insignificance. All ports, both small and large, should be protected by an efficient body of police. In plying their trade thieves do not neglect the small ports, where, with more security against capture, they can commit great depredation. These petty thieves naturally seek the poorly lighted localities for their operations, along the docks and among the shipping. What is the sense in having a dozen stalwart policemen patroling the most populous and best lighted sections of a city, where thieves are scarce and detection easy, and leave the localities where thieves congregate almost unprotected. Allowing that vessels have private watchmen on duty to protect property, which has become a necessity through the neglect of the municipal authorities to give them any security, do not merchants also have their own police to a large extent, which places both classes of property on much the same footing in the matter, the case remains the same. Neither can rightfully be left to guard their own property entirely for the reason that they wish to make themselves more secure at their own expense. There should be one or more steam launches in each harbor for patrol work in addition to any land patrolmen and other watchmen that might be on duty in the neighborhood, and vesselmen should unite in making this need known to the authorities and demand that it be acted upon, especially as the cost would be comparatively slight.

A RIVER UNDER THE LAKE.

Were we disposed to credit the theory of some scientist, whose name is unfortunately not given in the account which we find, an easy solution could be found for the rise and fall of the water in the chain of lakes, the occasional tidal waves that occur, and some other unexplained antics of the waters. This scientist notes one fact, the continuous fall from Lake Superior to Lake Ontario, which has the comparatively small Detroit river for its only outlet, and because he thinks that stream can not transport the immense bodies of water forced upon it from above, invents a phenomenon to get clear of the difficulty. The amount of water flowing through Detroit river being insufficient to represent all that passes that point from below, he thinks there must be a subterranean river from Lake Huron to Lake Ontario, flowing underneath Lake Erie and emptying into Lake Ontario. These upper lakes have no outlet, at least for the quantity of water that comes down, unless by this mysterious stream. The only reason he gives for this belief, outside of the apparent necessity, is that all the St. Lawrence fishes are taken in every one of the lakes but Lake Erie, and they are not in the latter because they follow the course of the subterranean stream to enter the waters of the upper lakes. This theory supposes that St. Lawrence fish having once reached the upper lakes can not come down into Lake Erie, and makes a fatal stab at the very life of the idea. Beside the natural downward flow of water can, by computation, be very well taken care of by the rivers that connect the lakes, to say nothing of the quantity consumed by evaporation.

BILLS OF LADING.

Bills of lading have by custom of the law merchant become a sort of negotiable or quasi negotiable instruments. That is in the hands of a purchaser or *bona fide* holder for value they represent the property described in the bills. This being the case both shippers and carriers should understand the various qualities, rights, and obligations pertaining to such bills.

The master by signing such bill promises to deliver the goods mentioned to A or his assigns. If A indorse this bill to any person or in blank the person to whom it is indorsed or who is the holder becomes his assignee and the promise of the master becomes good to said assignee and the property in the goods vests in him. This indorsment transfers the property in the goods but not the right upon the contract itself and the indorser cannot maintain an action in his own name for the delivery of the goods nor for damages for their non delivery. A mere memorandum of shipment will not have the effect of a bill of lading, neither will the delivery of the bill of lading without indorsment transfer the property in the good shipped, nor will indorsment without delivery.

The consignor of goods is given, by law a right of stoppage *in transitu* in certain cases, as the bankruptcy of the consignee. This right may sometimes be effected by the bill of lading.

As the property may pass constructively into the possesson of the consignee so they may be transfered by him before delivery by indorsment of the bill of lading. Thus the consignors right of stoppage *in transitu* may be defeated provided the party to whom the bill of lading is indorsed and delivered gives a valuable consideration for such transfer. The bill of lading should contain the names of the consignor, the consignee and the carrier, and be signed by the carrier or his agent. It should also contain an enumeration and brief description of the goods, also the terms of the contract entered into by said parties. At common law a commor carrier was responsible for the carriage and delivery of the goods and that responsibility extended to all losses except those sustained by act of God or public enemies. Interesting questions have arisen as to how far this common law obligation of insurance can be limited by the bill of lading and the authorities are somewhat at variance upon this point. This much can be said with certainty. The limitations upon such liability must be reasonable and must be assented to by the shipper actually or constructively. A limitation of all liability even for negligence will be disregarded from public policy even though assented to by the consignor.

The correspondent of the MARINE RECORD is a little off. He says: "July 6th the tug William I. Proctor took a party of gentlemen from Syracuse, Montreal, and Ogdensburg, from Cape Vincent to Brockville in fifty minutes and returned in forty-five minutes, a distance of twelve miles each way." —*Clayton Independent.*

The correspondent did not say that the tug W. L. Proctor took the Syracuse and Montreal gentlemen from Cape Vincent, but from Ogdensburg to Brockville, which, as near as we can get at it, is about twelve miles, making about one mile in four minutes, and which is good time. In fact Cape Vincent was not mentioned except in the date line.

[*Cleveland—Continued from 1st Page.*]

At the Globe drydock since our last report the barge Robert Gaskin, an old timer and formerly a fore-and-after was in having some leaks stopped and her buts calked. As she went into drydock she was libeled by the United States marshall on some old claims brought by Upson & Walton and Mr. Radcliff, which the captain promptly settled and the vessel released. The scow E. Bailey had her bottom thoroughly calked, and the steam yacht Tempest received a new wheel and shoe. The tug S. S. Stone was in yesterday to have her shaft straightened, which was bent up the river by striking a log. The Wocoken, whose centerboard was jammed up in the box had it cleared. A leak caused by a bolt hold in her topsides and two feet under water when loaded, was found in the Richard Winslow and stopped. The barge Transport, Captain Glass, was in last night to have some leaks stopped and some calking.

DETROIT.

Special to the Marine Record.

July 29—The tug Balize arrived in Detroit on Friday from Buffalo, having towed a raft from Georgian Bay to Buffalo in a trifle less than thirteen days. The raft contained 1,700,000 feet, and during the time the Balize was towing it she encountered some very rough weather. This is said to be the best time made this season.

With the calm weather that has prevailed for several days past, it is not expected there will be much of a development in the line of marine news. Steamers and vessels arrive and depart, yet when asked for an item of interest the invariable response is, "There is nothing afloat from the Straits to the Round O!" Rumors from afar off, where items are much scarcer, get in sight from exchanges, such as missing vessels, went ashore, etc., yet even these, in due course of time, pass away in thin air, bottomed by no truthful facts. Well, let us take a view of the surroundings hereabout, which, upon close examination, astonishes any one alive to what is going on. We are informed by some of our contemporaries here that a sco whas arrived with a load of sand, and thence she was towed out of the way, or perhaps to some other dock; that a tug is somewhere on the lakes towing either vessels or ratts, though not certain which; also that some vessel, as appears from clearance reports, is expected to arrive in due course of time at her destination, Detroit or elsewhere. Now these are important notes, as understood by the wiseacres of marine at this dullest of lake ports, the City of the Straits. Save us, good Lord, from all such slosh.

The destruction to the shipping and the great loss of life which has occurred in Georgian Bay within the past few years, and the increasing commerce to that region, has called the attention of the Canadian government to the necessity of a survey of those waters. The first chart was prepared by Lieutenant Bayfield in 1821, since which it has never been revised nor improved upon, and aside from recent discoveries of new shoals and rocks, there was no improvement to be made in Bayfield's chart. Lieutenant Bayfield, who died half a century ago, was a man of intelligence and a ripe scholar. Georgian Bay is nearly as large as Lake Ontario. It is 140 miles in length, 55 in width and 500 feet in depth, with an area of 5,000 square miles. It has numerous islands, the greatest of which is the Great Manitoulin or Sacred island, and runs parallel to almost the whole of the northern coast and is a continuous mass of barren rocks. The work of this new survey will be under the supervision of Commodore Boulton, of the royal navy, and beyond a doubt it will be most thoroughly prosecuted. The expedition has already commenced operations, and ere the season closes will be well advanced, commencing at the Isle of Cones.

The steamer L. Shickaluni and the schooner D. G. Fort have been delayed here for twelve days awaiting charter, but with no offers until yesterday, when the former was taken for grain to Montreal at 6c, and the latter to Buffalo at 1¾c, the cargoes, in both instances, being wheat.

The new steambarge Rhoda Emily, noted in my last, is so far completed as to take her departure some time this week. She will present a fine appearance and is highly spoken of by experts in naval architecture.

The tug Noah P. Sprague, which has been so unfortunate during her career and sunk on Wednesday last, near Point Au Pelee, will no doubt be given up for all time. The series of disasters which she has passed through, if published, would prove of more interest than a dime novel, and now that she has gone without the further sacrifice of life it would be well to let her be. Her worst disaster was on the Detroit river in 1857, commanded at that time by Captain Jas. F. Snow, while passing down the Detroit river, opposite the city, or nearly so, she exploded and sent from time into eternity, nine persons, beside damaging the outfit of the vessel in tow.

Captain W. H. Reed, of the barge St. Joseph, disappeared from this port somewhat mysteriously a few nights since, leaving, as is stated, some unpaid bills to crew and elsewhere. At this writing I confess that I am unable to inform you anything of his whereabout, and notwithstanding the papers have handled him roughly, I do not choose to follow their example, for the present, at least.

There is one branch of business at Detroit which is beyond a precedent, that of the patronage of excursion steamers on the Detroit and St. Clair rivers, daily, Sundays not excepted. On the last Sabbath there were not less than 12,000 persons who left the city in some direction or other, and on each week day it is almost of a like character.

There is an unusual scarcity of freights at this port, and it is presumably for this reason that but few vessels arrive and depart, a falling off from last year of not less than thirty per cent.

Since the departure of the wrecking steamer International for Lake Superior there has been no tidings as to her success in raising the sunken steamers there.

A dispatch arrived here from the Sault Ste. Marie last evening announcing the loss of the propeller J. M. Osborne off White Fish Bay, on Sunday last, by collision with the Canadian steamship Alberta. The locality is on the main thoroughfare of steamers plying on Lake Superior. The Osborn has gone down in deep water and, with her cargo, will be a total loss. Now it would seem as though it was about time there was a change of command of this much vaunted steamer, the "Royal Mail" Alberta, of Canada. On this, her first season, she has met with accidents on three occasions, and the aggregate damages will not vary one farthing less than $100,000. Of course I do not place myself as judge as to where the blame rests in all these mishaps, but if they are correctly reported, and I believe them correct in the main, the Alberta is on the wrong side of the ledger each and every time. Captain Anderson I know but little of, but it is time he should "rise to explain."

The steambarge May Richards stranded at the mouth of the Detroit river on Friday in a fog, but got off without outside aid.

J. W. H.

ESCANABA.

Special to the Marine Record.

The handsome steambarge Calumet, was here for a cargo on Monday. She's a dandy, and no mistake.

It took just sixteen hours to load 40,000 feet of lumber, that being the amount carried by the schooner Imperial. Good work for men who are not professional shovers, but the vessel was tied up for a few hours last Saturday by legal process to secure railway freight on the lumber. Matters were soon arranged, and the vessel was released.

On Saturday morning last, about two o'clock it became necessary to shift the position of the steambarge Leland, which was loading on ore dock and the crew was called for that purpose. One of the men, Peter Bloomer, of Elk Rapids, Mich., hastening along the dock to his place, stepped into an open hatch and fell head foremost to the hold striking upon the ore. He was taken up insensible and died in two hours. The coriner held an inquest, and a verdict was rendered in accordance with the facts. The body was taken to Elk Rapids for burial. Mr. Bloomer was 25 years old and unmarried.

The Kasota took out 2,030 tons of ore on Friday, a big cargo. It put her down to 15 feet 8, a draught likely to make her trouble in the rivers.

Statements of iron ore shipped from the port of Escanaba for the season up to and including July 23, 791,801 tons. E. G.

CHICAGO.

Special to the Marine Record.

The owners of the steamer Lucille, received a dispatch from Washington to the effect that the Treasury Department had granted the boat permission to carry passengers.

The schooner Two Fannies, which sprung aleak on Lake Huron recently and had to seek shelter in Sand Beach Harbor, arrived last night in tow of the tug Mocking Bird. She was left in Central slip, where her steam pump was taken off and she went to a coal dock to be unloaded. Captain Miller of the Two Fannies, is warm in his prais of the Sand Beach life saving crew, but for whom, he claims, the vessel would have sunk. The men aboard the leaking schooner were greatly worn out by their efforts to keep her afloat, and were almost ready to give the job up when the life savers put in an appearance.

Collector Spalding has received a telegram from Washington stating that sections 10 and 11 of the old law relating to the clearance and arrivals of vessels was not repealed by the passage of the new act reducing the fee, and are consequently still in force. When a copy of the new act was received Deputy Hitt and Deputy Greer studied it carefully and came to the conclusion the section mentioned in the foregoing were not repealed and the telegram received confirms their first belief. Section 10 is directly applicable to the lakes as it embraces only vessels under 50 tons burden. Section 11 reads: "For certifying manifests, including master's oath, and granting a permit to a vessel above 50 tons laden with a cargo destined for a port of point in another district where there is no collector, a charge of 50 cents will be made." There are a great many points on the lakes where there is no deputy collector, hence this is important for the information of masters of vessels trading to them.

J. S. Dunham's new wrecking tug is nearly completed. The machinery has been put in her and her cabins and outfit are being placed upon her.

At Miller Brothers' drydock the schooner Orkney Lass went in for a new stern post and piece of keel aft; the schooner Nellie Reddington got a new foremast, foretopmast and bowsprit.

A large number of vessels were laying at the lumber market Monday and Tuesday. Sales were very slow, several arrivals from the lower lakes making the market more crowded than usual and great caution had to be used by the harbormaster in providing a passage for vessels going up and down the river.

O. S. Richardson & Co.'s dock, foot of North Market street, is a good place for propellers and steambarges to coal up, as they will find there excellent coal at cheap rates, and quick despatch, and dock accommodation which can not be surpassed in the city.

At the Chicago Drydock Company's dock the schooner Bertha Barnes got a new foremast; the propeller Jay Gould went into drydock for a new wheel; the tug Humphrey got a leak stopped; the tug Black Ball got a new wheel; the steambarge J. Potts got a new stern; the schooner Delos de Wolf had a leak stopped; the tug Freedel got a new wheel and shaft; the schooner Minnie Mueler was supplied with a new foreboom.

The market for lake freights was dull and inactive yesterday. A further advance in the grain market shut off the little shipping demand that existed in the morning, and a moderate supply of tonnage remained unchartered. The rate on wheat to Kingston was 4 cents, free canal tolls. There are now only 4,770,811 bushels of grain in store at Chicago, while a year ago there were 8,485,-

The most serious collision that has occurred in the river for some time was between the schooner Higgie and the steambarge H. E. Packer Friday afternoon. The Higgie was at the Rock Island elevator in the South Branch loading corn, and the Packer was moving down on her way to another elevator. She struck the Higgie on the port side about amidships and carried away a number of stanchions and about thirty feet of the schooner's rail and bulwarks. The damage has been repaired.

465 bushels. As this comparatively small amount is scattered among the various elevators, it is almost an impossibility to obtain even a moderate-sized cargo at one house. Frequently a vessel will have to pick up a 50,000 bushel cargo at four or five different elevators. This increased the expense of towing, and diminished the slight possibility the vessel has for coming out even on the trip. T. W.

BUFFALO.

Special to the Marine Record.

The propeller Oneida promises to appear again staunch and strong. She has straightened up well on the blocks in drydock. Captain C. B. Chatterson has made an arrangement with L. & W. B. Dimick, owners of the propeller Oneida, to superintend her repairs, and when finished to take command of her. She is to be ready for business in about a month, and will again be fitted out as a passenger boat. They are figuring on placing her in Ward's Lake Superior Line or on the Chicago & Ogdensburg route, the probability being in favor of the former.

Crosby and Gunning received a dispatch from manager Beattie at Owen Sound, saying that in a collision on Lake Superior, off Whitefish Point, the steamer Alberta had sunk the steambarge J. M. Osborn. The Alberta was considerably damaged, and she has been ordered to Detroit for repairs. There is said to be over 500 feet of water off that point.

The death is announced of Captain William Drewery, an old and respected lake navigator, and for many years a resident of Buffalo. He was born in Lincolnshire, Eng., May 1, 1817, and came to this country, and to Buffalo in 1843. At different times he commanded some of the largest sailing vessels on the lakes. He contracted diseases from exposure in 1862.

Coal freights are a little firmer. Stock is slowly accumulating and yesterday there was inquiry for tonnage to Chicago that was not secured, no vessels for that port being on the market. Charters included steamers John N. Glidden and D. W. Rust and schooners D. K. Clint and L. C. Butts for Milwaukee, 60 cents, all to come from Ohio ports.

The Government steamer Haze left Buffalo, Monday night, on a cruise up Lake Erie. She goes direct to Maumee Bay, to deliver supplies for new range lights to be exhibited there on and after August 1st. The Haze is now in prime order throughout, having just been fully repaired. She has been repainted all over and looks like a new craft.

The steamer Onoko came alone down the Blackwell canal yesterday afternoon, from the Lehigh Valley chutes, drawing fifteen feet two inches and the water was at the ordinary stage. She left for Chicago last night, having on fully 3,100 tons of cargo and fuel. —*Buffalo Courier, July 30.*

MARQUETTE.

The steamer Japan arrived Tuesday, and from statements of those on board it is learned that upon the Alberta rests the blame for the collision with the John Osborne. The steambarge John Osborne left here early Sunday morning with the schooner Gowan, and had by evening arrived off Whitefish Point, when the heavy fog arose. Her speed was slackened and she picked her way carefully. Just after six o'clock the iron boat Alberta crashed into her, striking her starboard near the bow and splitting her in two. The Osborne sank in a few minutes, carrying with her three of the crew and a man who had jumped from the Alberta to the Osborne. Men in the Alberta testify to her great speed in the fog, and the watch of the Osborne saw her rapid approaah, but too late. The Alberta is at the Sault with her forward works badly wrecked. The lake captains agree as to the reckless running of these boats, and always look for them. It is reported that the Alberta's commander is in trouble at the Sault.

PORT COLBORNE.

The new steamship Monteagle, of Oswego made the run from Chicago to this port in four days and seven hours, with the schooners White Star and Mystic Star in tow. She also picked up an extra vessel and towed her through the Detroit river, and was delayed at Detroit five hours taking on fuel. The Monteagle had a cargo of 52,-486 bushels of corn when she arrived here, and had to lighter 20,014 bushels in order to get through the canal. It was thought when the new steamer was built that she would carry about 45,000 bushels through, but she has failed to come up to the expectations.

EAST SAGINAW.

Special to the Marine Record.

The friends of Captain Mike Madden, of the steambarge C. H. Green, will be pleased o learn that his health is much improved.

The barge Wm. Lewis, owned by Captain Slyfield, of St. Clair, now sunk at Bay City, will be raised this winter and taken to East Saginaw and rebuilt at L. P. Mason's shipyard.

The large steamship now being built at Davidson's shipyard is well advanced. Her boilers and machinery are in and she will be launched about the first of August. She will carry the largest dimensions on the lakes.

The lumber docks are all full, and an advance in freights is looked for by vessel men.

The barge Sunberry, owned by M. Jeffreys, et al., has not made a trip this season.

The barge Matilda, Captain Z. Lapham, is chartered for the season by F. Hempy & Co., lumber, from Saginaw to Cleveland. She will take coal in return. L.

SAUGATUCK.

Special to the Marine Record.

A very fine dock with 140 feet frontage and some 250 feet deep, with a large freight house thereon, is nearly completed for the use of the passenger and freight steamer A. B. Taylor, which will enable Captain Rogers to give excellent accommodation to his patrons. W.

CHEBOYGAN.

The steamer Alberta, bound up Lake Superior, Sunday collided, and sunk the steambarge J. M. Osborne, bound down with iron ore, towing two barges, six miles from Whitefish Point, and three of the latter's crew were drowned. Both vessels kept their whistles blowing, but suddenly the Osborne was seen directly under the forirer's bow too late to avoid collision. The Osborne was struck with such forch between her main and mizzen masts on the starboard side she was almost cut in two. The captain and his wife and some of the crew got on to the Alberta. The steward of the propeller Argyle, who was going up on the Alberta rescued the captain's three children and a lady and became exhausted while trying to save the second engineer, who was badly scalded and went down with the vessel. The Osborne's barges were taken in tow by a passing steamer and towed to Cleveland.—*Leader.*

BAY CITY.

After nine years' service in the Star line and White Star line, Captain George Tebs has resigned his postiton as commander of the sidewheel steamer Saginaw. He has been succeeded by Mr. Slyfield, who has been first mate of the Milton D. Ward for a number of years.

Passengers on the river steamers will notice two old dilapidated barges lying aground or at anchor at the Middleground, foot of Twelfth street. They are the Wm. Lewis and Ajax. The former is an old timer, having been built in 1855 at Oswego, by Rogers. She is 283 tons burthen and rates 00. The Ajax was built at Sarnia in 1863 by Simpson. Both have gone out of use.

KINGSTON.

Last Thursday morning the Collinsby Rafting company's tug McArthur released the steamer Trois Rivieres belonging to the Richelieu and Ontario company, which was hard and fast aground about thirty miles below Montreal on the north shore. The steamer, which had been in distress since Wednesday afternoon, was laden with cattle for Montreal, and had previously been pulled at by the steamer Canada until the bulwarks of the latter were considerably torn. The McArthur, whose wrecking powers are well known, placed the disabled steamer in deep water with one pull.—*Kingston News.*

The steamer Conqueror was raised this morning. She will be placed on the drydock at Portsmouth at once.

The disabled schooner Senator Blood, reported by Captain Howard of the Walter L. Frost, arrived here on the 25th in tow of the propeller California.

The schooner Nevada, on the way down, picked up the jibs, topsail, wire rigging and rope belonging to the Senator Blood, and this morning sold them to a junk dealer. Mariners think the captain of the Nevada should have made inquiries before selling the articles named. There may be a suit.—*Kingston News, July 28.*

The designs for the paddle boxes of the new steamer St. Lawrence were taken to Clayton and placed in position on Saturday.

MILWAUKEE.

Special to the Marine Record.

A capsized yacht was picked up by the schooner B. F. Bruce on Hammonds Bay, Lake Huron. There was no name on the yacth and it was brought into this port. It is presumed that the crew was drowned.

The schooner Milwaukee Bell received a new bowsprit and jibboom at Davidson's yard.

The schooner James Mowatt, which was launched recently, is nearly ready to sail. Her canvas will be bent this week.

The lightship at the end of the government pier drifted from her moorings by the breaking of the chains of two of her anchors. The third held her from going ashore. The damage was repaired by the tug Coe.

The arrival of six large vessels yesterdry makes a total of thirty in the harbor, and no freight to be had. The steambarge M. M. Drake was chartered for ore from Marquette to an Ohio port for $1.05, and goes light from here.

Of the tidal waves which created such violent currents in Chicago harbor on Wednesday night and Thursday, the Milwaukee Sentinel says: "A huge tidal wave is reported to the city engineer and board of public works as having occurred Wednesday afternoon in the lake. The effects were felt a long dtstance up the Menominee and Milwaukee rivers. The waters receded three feet at the straight-cut, and returned to their nominal height within fifteen minutes. Several swimmers who were standing with their heads above water in Milwaukee river, a short distance north of North street bridge, found themselves suddenly submerged when the waters returned. The cause of the phenomenon is unknown, but is ascribed, in a measure, to the recent storms, which have had considerable influence upon the three rivers intersecting Milwaukee. The Milwaukee river, which until then had been flowing up-stream, suddenly assumed a counter-current at the rate of one and a quarter miles an hour. All the river was completely flushed, but the old trouble is beginning again and the current has almost ceased. It is estimated that the flowage through the Milwaukee river Wednesday amounted to 1,000,000,000 gallons.

STURGEON BAY.

Work on the fog signal station is progressing favorably. One engine was set up on Friday last, but the placing of the other engine is delayed by a lack of sufficient brick to complete the arch. It was expected that one whistle would be ready for business by the 25th instant, but it is probable that the completion of the other house will be deferred until next year, the workmen having to construct a signal at Sand Bay this season.

PORT HURON.

The steamers Mary and Massassauga had a trial of speed Saturday morning on the way up from Algonac. The first maintained her place as the swifter vessel by making five stops to two made by the second, and yet coming into port five or six hundred feet ahead.

MONUMENT TO CAPTAIN WEBB.

The widow of Captain Matthew Webb, the unfortunate swimmer, who lost his life a year ago in the foolhardy attempt to swim the Niagara River Rapids, has purchased of the Lockport marble company, a handsome Barre granite monument, eight feet in height, which will be placed in Oakwood Cemetery, Niagara Falls, over the remains of the brave captain, on Monday next. The monument is of exceeding beauty of proportion, of gothic cottage design, and on the cap contains the Masonic emblem "G." On the die is the inscription, "Captain Matthew Webb, born January 19, 1848; died July 24, 1883. The base has on its face the word "Webb." Mrs. Webb, who is employed at the art gallery beside the rapids where the daring swimmer lost his life, was assisted in procuring this handsome monument by several prominent citizens of Niagara Falls.

TO THE WHITE MOUNTAINS AND SEASHORE.

A series of three grand excursions via the Bee Line, C., C., C. & I. railway, July 29th and August 13th, to Niagara Falls down the beautiful St. Lawrence river, and taking in all principal points of interest in the mountain regions at the lowest rates. For particulars ask ticket agents of C., C., C. & I. Ry., or D. U. R. R.

PART OF RAND & BURGER'S FLEET.

Among the many boats launched by Rand & Burger we find the ice-breaker Arctic, 58 tons, rated A1, built in 1881 for the Goodrich Transportation Company, and hailing from Kenosha; schooner Burt Barnes, 134 tons, rated A1½, built in 1882 for J. W. Barnes, et al., of Manitowoc; the schooner C. C. Barnes, 582 tons, rated A2, built in 1873, rebuilt in 1883, and owned by Barnes et al. and hails from Manitowoc; the side-wheel steamer Chicago, 747 tons, rated A2, built in 1874 for the Goodrich Transportation Company, and hails from Kenosha; the propeller City of Ludington, 842 tons, rated A1*, built in 1880 for the Goodrich Transportation Co., Kenosha; the scow City of Manitowoc, rated B1, built in 1883 for Pankrantz, Manitowoc; the barge A. A. Carpenter, 540 tons, rated A1, built in 1881 for C. Kirby & Co., of Menominee; the propeller Depere, 736 tons, rated A2, built in 1873 and rebuilt in 1883 for the Goodrich Transportion Co., Kenosha; the schooner Duval, 132 tons, rated A2, built in 1874 for Oterling, of Milwaukee; schooner George, 751 tons, rated A2, built in 1873 for Eagan, of Chicago; schooner Goodman, 324 tons, rated A1, built in 1882, for Johnson, of Chicago; schooner J. V. Jones, 236 tons, rated A2, built in 1862, owned by the Bigelow estate, Chicago; the tug M. A. Knapp, 18 tons, rated A2, built in 1880 for Knapp, of Racine; schooner Lydia, built in 1873 for Whittleburg, of Manitowoc; sidewheel steamer Muskegon, 618 tons, rated A2, built in 1871 for the Goodrich Transportation Co., Kenosha: the propeller Menominee, 796 tons, rated A2½, built in 1872 for the Goodrich Transportation Co., Kenosha; barge Manitowoc, 507 tons, rated A2, built in 1868 and owned by Lane, of Buffalo; the sidewheel steamer Northwest, 1,109 tons, rated A2, built in 1866, owned by the Detroit and Cleveland Steam Navigation Co.; the propeller Oconto, 350 tons, rated A2, built in 1872 and owned by G. S. Colwell, Port Huron; tug George Pankrantz, 64 tons, rated A1½, built in 1882 and owned by George Pankrantz, of Manitowoc; the propeller J. C. Perrett, 537 tons, rated A1, built in 1881 for the M. Barge Line, Racine; schooner Penobscott, 260 tons, rated A1, built in 1880, owned by Bradley, et al., and hails from Milwaukee; schooner H. Rand, 94 tons, rated B1, another old timer, being built in 1856, and rebuilt in 1875; sidewheel steamer Sheboygan, 624 tons, rated A2, and built in 1869 for the Goodrich Transportation Co., Racine; barge Isaac Stevenson, 462 tons, rated A1, built in 1879 for the M. B. L. Co., Racine; the schooner Transit, 121 tons, built in 1854 and owned by Olson, of Milwaukee; schooner Waukeshaw, 310 tons, rated A2, built in 1864 and owned by Wolf, of Milwaukee; barge H. Whitbeck, 498 tons, rated A1, built in 1880, and owned by the M. B. L., Racine; schooner Gesine, 99 tons, built in 1853 and owned by Anderson, of Milwaukee. Quite a respectable fleet.

THE BUREAU OF NAVIGATION.

The Dingley bill was not the only one in the interests of shipping passed at the last session of Congress. An act was also passed creating a Bureau of Navigation in the Treasury Department. The bill was approved by the President, and the bureau will be established as soon as possible. A man untried in work of this kind is to be at its head, but as he has had experience both as a shipmaster and shipowner and is recommended by practical shipping men as an intelligent, quick-witted man it is to be hoped that he will organize the bureau so that it will be what the framers of the act intended—a benefit to shipping. The Bureau of Navigation is intended to consolidate under one head all the many bureaux of the Treasury Department which now, in any way, have supervision over merchant shipping. The need for such a bureau has long been apparent, for much that is annoying in government work connected with the merchant marine can be attributed to the want of system in the Treasury Department. It was forgotten, or possibly never considered, that each bureau was simply part of one system which had jurisdiction over one interest—shipping. Each bureau attended strictly to its own work, and being interested in nothing else, any suggestions valuable to shipping interests that might come of an intelligent management of the work as a whole, were wanting. Under this disconnected plan, the Secretary of the Treasury, as the official head, was not likely to know much about the maritime bureaux of his department, or to get many good ideas from the chiefs of bureaux as to the best way of making the work more valuable. A long step forward has therefore been made by placing one man over the several offices. He can at least arrange it so that they will work harmoniously and toward a common end. He will, as commissioner of navigation, have "general superintendence of the commercial marine and merchant seamen of the United States, so far as vessels and seamen are not, under existing laws, subject to the supervision of any other officer of the Government." He will also have charge of the duties heretofore devolving upon the Register of the Treasury, relating to registers, licenses, etc., of vessels, the United States merchant navy list, and to other matters relating to the merchant marine, particularly to the settlement of questions growing out of the execution of laws relating to tonnage dues, measurement, etc. There will no doubt be mistakes and hitches before the new bureau will work smoothly. Perfection is not to be expected, even after years of experience. It may be that the new commissioner will not succeed as well as his endorsers expect and that the first year of the office will bring forth many complaints. He should, however, be helped in every way possible. A good work has been done in establishing a Bureau of Navigation and it is a move toward helping our merchant marine. For this much, therefore, let us be thankful.—*Maritime Register.*

NEW STYLE OF SHIP.

A new style of ship is being built at Greenock, Scotland. It is a four masted ship of 2,300 tons, full-rigged. It has two small independent engines, with twin screws that will make seven knots an hour in calm water; they are 185 horse power, and about four tons of coal will work them for a day. The jigger-mast is also used as a smoke-stack. Now here is the advantage, the big ship will not rely on assistance for towing on entering harbors or getting through rivers, and at no great cost will not be dead beat in a calm. It occurs to ask if big schooners on the lakes could not be fitted with similar motive power, which would not cost a very great deal and save the heavy bills for towing which are paid on every trip. The subject is one that deserves consideration, as does every suggestion in the way of cutting down a vessel's expenses.

CHANGE OF NAMES.

The names of the following lake vessels were changed during June:

Old name, tug Henry Marshall; new name, Jesse Spalding; tonnage 26.26; home port, Milwaukee.

Old name, tug P. P. Johnson; new name, D. L. Hebard; tonnage 79.67; home port, Marquette.

Old name, tug Newsboy; new name, George Lennox; tonnage, 7.69; home port, Buffalo.

Old name, propeller Mamie; new name, Magna; tonnage, 12.40; home port, Detroit.

Old name, steamer Traveler; new name, A. G. E. Holmes; tonnage 67.15; home port, Milwaukee.

Old name, schooner R. C. Crawford; new name, Captain George W. Naghten; tonnage, 294.40; home port, Grand Haven.

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Globe Drydock
Shipbuilding, Drydocking, Repairing and Spar Making.
CLEVELAND, OHIO.

Geo. B. Carpenter & Co.,
Ship Chandlers and Sail Makers.
Ship Chandlery Goods of all Descriptions.
MANILA ROPE OF THE VERY BEST MAKE
Steel and Iron Wire Rope and all Its Fittings.
202 to 208 South Water-st.,
CHICAGO, ILL.

WM. HINGSTON & SON,
Boat Builders,
Steam and Sail Yachts, Hunting, Fishing and Pleasure Boats, Shell Boats, Spoon Oars.
Foot of Porter Av., Buffalo, N.Y

W. W. LOOMIS,
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SHIP AND BOAT BUILDING,
Fishing Tugs, Wrecking, Repairing and Pier Building with Most Improved Facilities.
All Work Guaranteed. Correspondence Solicited.

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PLEASURE BOATS AND SAILING AND STEAM YACHTS, YAWL BOATS, SPOON OARS, STEERING WHEELS, ETC.
385 Atwater st., Near Riopelle,
DETROIT, MICH.

CUYAHOGA WORKS,
Established in 1834.
MANUFACTURERS OF ALL KINDS OF
MARINE ENGINES
AND
HEAVY MACHINERY.
Cor. Detroit & Center-Sts, CLEVELAND, O.

C. E. BENHAM,
317 **Detroit Street,**
KEEPS IN STOCK
A Full Line of Vessel Supplies,
Lubricating and Lamp Oils of the Best Quality,
AND A GENERAL LINE OF LAMPS, CROCKERY AND TABLE CUTLERY.
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CRUMMOND'S
Mackinac Line,
For Mackinac, St. Ignace, Cheboygan, Alpena, Oscoda, Port Huron, Detroit and intermediate lake and river ports.
Steamer ATLANTIC, Capt. D. Nicholson,
Leaves Cleveland every Friday evening at 8 o'clock.
During the warm weather and pleasure season the
Steamer Atlantic
Will extend the regular trip on to Petoskey, Harbor prings and Charlevoix.
CLEVELAND FORWARDING CO., Agents,
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Only Miners of
BUTTS CANNEL COAL,
and dealers in Gas Coals, Nut Coals, and Steam Coal for Tugs, Barges, etc.
CLARK I. BUTTS,
CLEVELAND, O. General Manager.

TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper:

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*1 10 A M	*12 05 A M
No 8, N Y, B & A Express	*6 35 A M	*7 00 A M
No 26, Elyria Accommodation	†8 05 A M	
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	*1 55 P M	*2 25 P M
No 14, Special N Y & Bos Expres		5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*11 55 A M	*12 05 A M
No 23, Mich Express via Sandusky	*2 15 A M	*2 35 A M
No 3, Chicago Express via "	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 10 A M
No 21, Toledo Ex via Norwalk	†12 55 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 15 P M	12 40 P M
No 9, Chi Pac Fx via Norwalk	*6 06 P M	*6 30 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St Clair streets, Lake Shore block.

BEE LINE
CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.
Commencing Sunday, June 8, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Columbus, Cincinnati & Ind Ex	7:00 A M
No. 23, Galion & Wheeling Express	6:40 A M
No. 9, Col., Cin., Ind & St. Louis Ex	*6:40 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*12 35 P M
No. 27, Galion & C.L & W. Acc	4:00 P M
No. 29, Massillon & Ulrichsville Ex	5.00 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	*6:40 A M
No. 20, Uhricsville & Massillon Ex	9:00 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St. Louis, Ind.. Cin. & Col. Ex	*4:45 P M
No. 22, Galion Acc	10:00 A M
No. 26, Wheeling Accom	4:30 P M
No. 4, Col., Cin. & N. Y. Express	1:15 A M

Trains marked * daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.
A. J. SMITH, General Passenger Agent.
CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time, 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m, Rochester 8:20 p. m.; Hornellsville 6:00 p. m. [supper]; Corning 7:25 p. m, Elmira 8:05 p. m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p. m., Hornellsville, 11:00 a m., Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m,, New York 9:10 p. m. Arrive at Pittsburgh 5:50 a. m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7.09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpsville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p. m.

10 35 a. m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a. m; 1:05 p. m., and 9:45 p. m,

☞ This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O. R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L, FOUTS, Passenger Agt, 131 Bank St. Cleveland.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect JUNE 1. 1884, and until further notice:

GOING EAST.

Lv. Chicago	7.50 a. m.		
Arr. Valparaiso	9.45 "		
" Fort Wayne.	1.30 p. m.		
" New Haven..	2.05 "		
" West Leipsic.	3.56 "		
" Arcadia	4.49 "		
" Fostoria	5.00 "		
" Green Springs	5.45 "		
" Bellevue	6.10 "		
Lv. Bellevue	6.20 "	7.55 a. m.	
Ar. Lorain	7.50 "	9.16 "	Accom.
Arr Cleveland	9.02 "	10.22 "	
Lv. Cleveland		10.27 "	3.52 p. m
Arr Painesville		11.38 "	5.05
" Ashtabula		12 25 p. m.	6.03
" Conneaut		12.50 "	6.30 "
" Erie		2.09 "	
" Dunkirk		3.47 "	
" Buffalo		5.20 "	

GOING WEST.

Lv Buffalo	9.50 a. m.		
Arr Dunkirk	11.24 "		
" Erie	1.23 p. m.		Leave
" Conneaut	2.20 "		6.15a. m.
" Ashtabula	2.51 "		6.46 "
" Painesville	3.44 "		7 43 "
" Cleveland	4.52 "		8.55 "
Lv Cleveland	4.57 "	6.47 a. m.	
Ar. Lorain	6.12 "	7.35 "	
Arr Bellevue	7.35 "	9.10 "	
Lv Bellevue		9.20 "	
" Green Springs.		9.44 "	
" Fostoria		10.22 "	
" Arcadia		10 34 "	
" West Leipsic		11.30 "	
" New Haven		1 35 p. m.	
" Fort Wayne		1.50 "	
" Valpraiso		5.42 "	
" Chicago		7.50 "	

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

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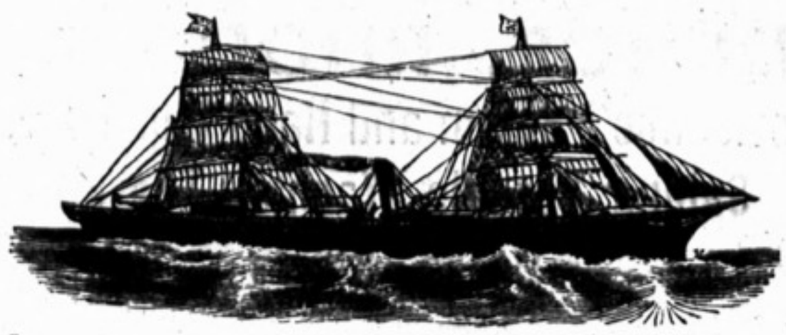

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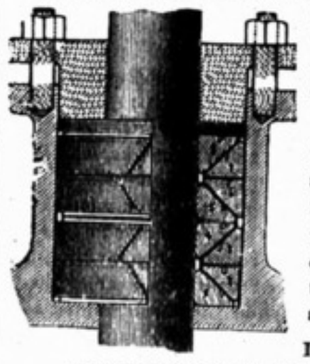

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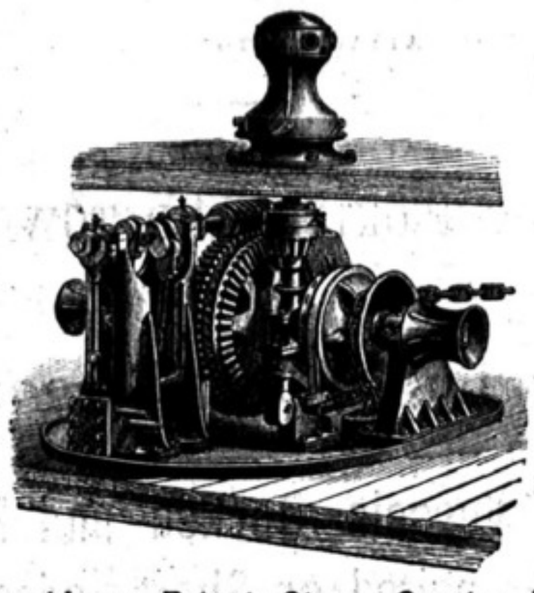
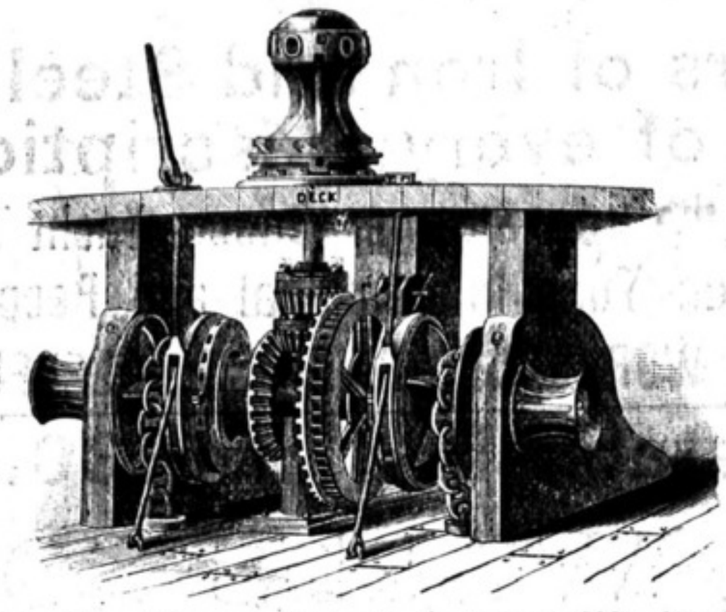


The Providence Patent Steam Capstan Windlass, New Style.



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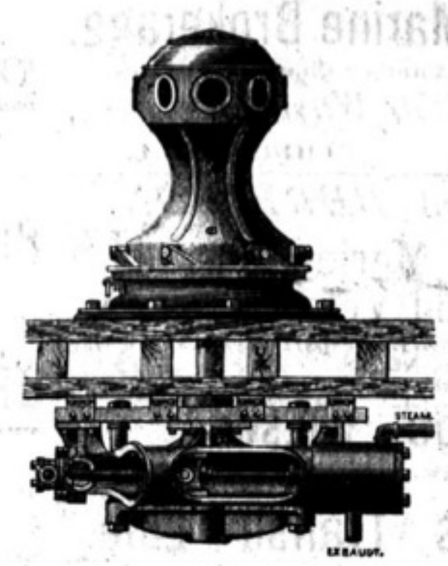

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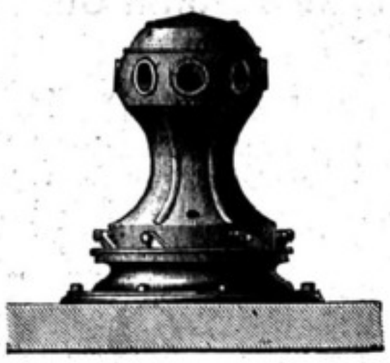

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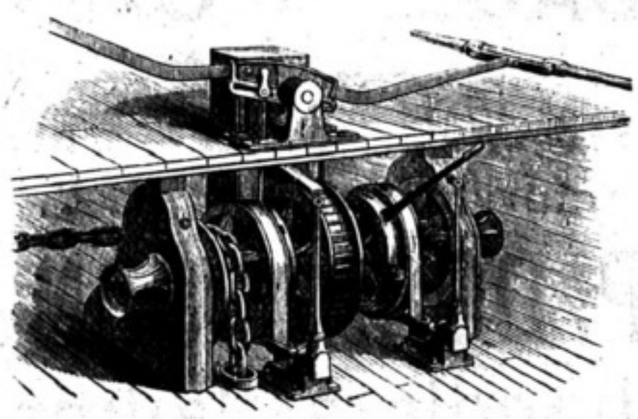

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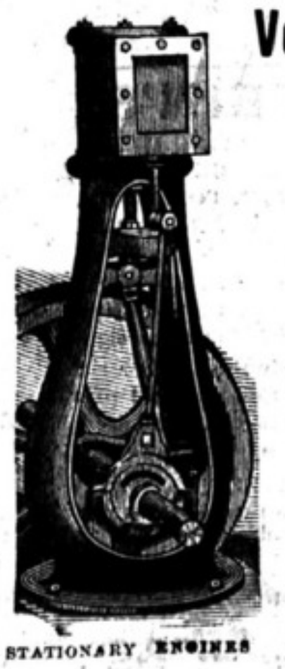

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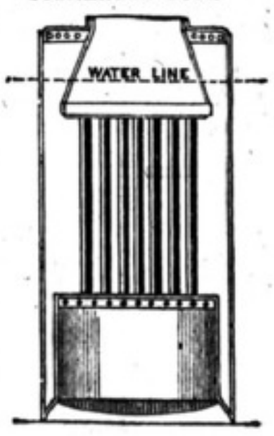

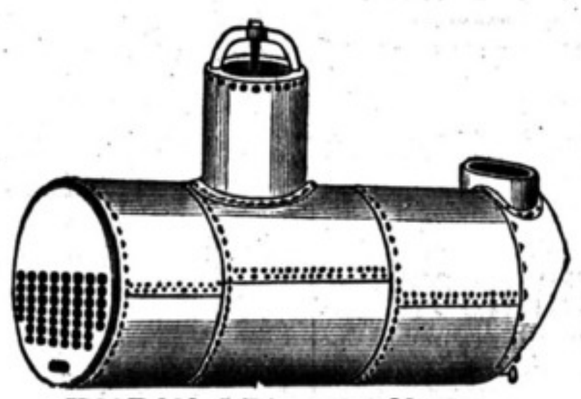

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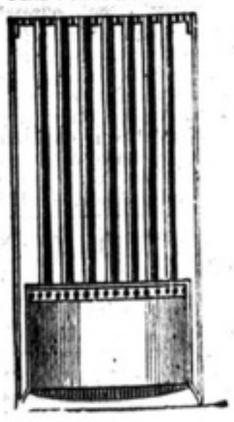

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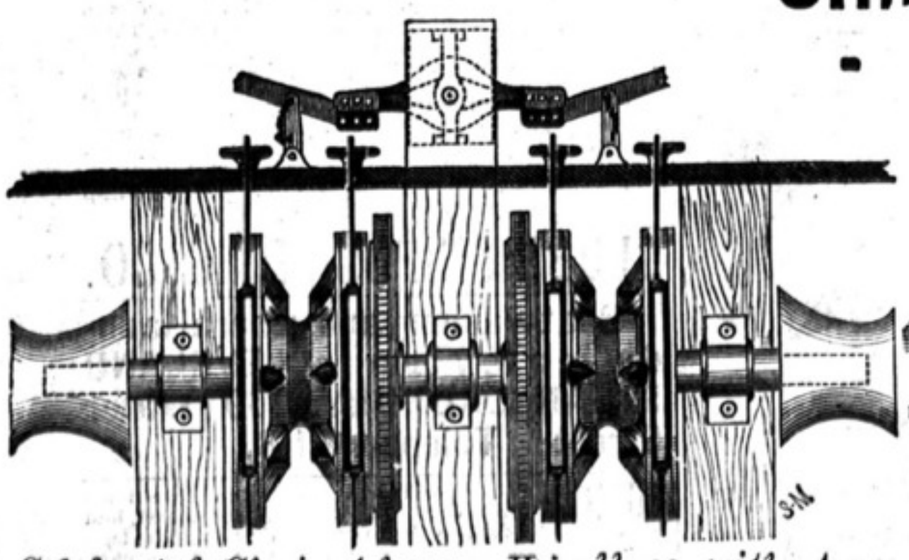

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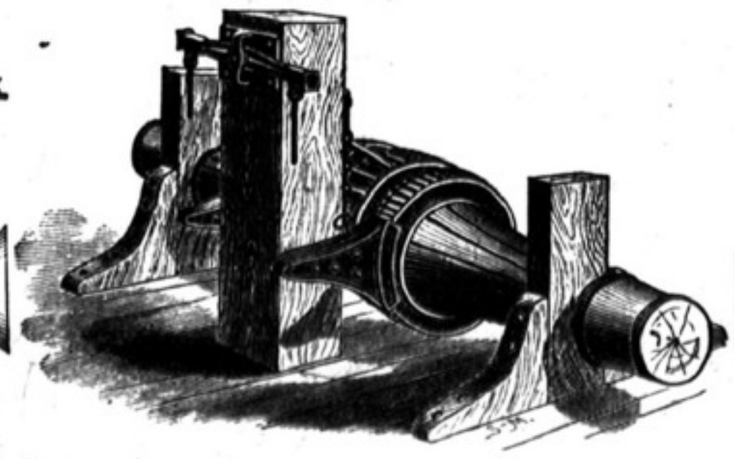
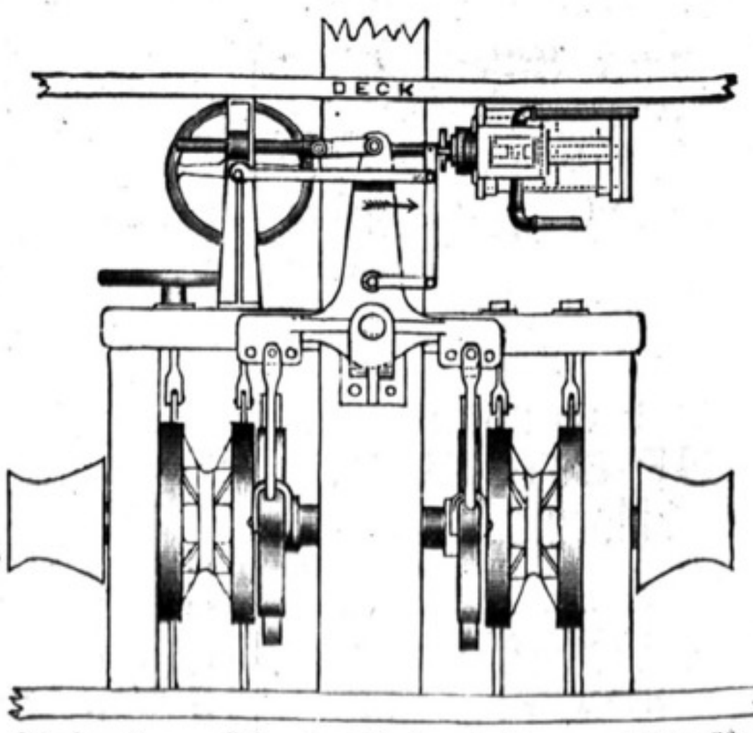


The Common Patent Windlass.



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